


**TOWN OF HARRISON  
VILLAGE OF HARRISON  
ATTORNEY'S OFFICE**

**MEMORANDUM**

TO: Ronald Belmont, Supervisor  
Members of the Town Board

FROM: Jonathan D. Kraut, Village Attorney 

DATE: April 28, 2016

RE: **Proposed Local Law No. 2 of 2016**  
**Revise the Zoning Ordinance of the Town of Harrison**  
**"Section 235-41 C. Schedule of Minimum Dimensions**  
**for Parking Spaces and Aisles"**

Attached is a proposed amendment to section 235-41C of the Town/Village of Harrison Code. This proposed amendment is in accordance with the recommendation of the Town/Village Planning Consultant Pat Cleary. Mr. Cleary's memo, which explains his recommendation, is also attached.

At this time we recommend that the Town Board refer the enclosed proposed amendment to the Planning Board for further review and recommendation.

JDK:ds  
Attachment

**TOWN/VILLAGE BOARD  
TOWN/VILLAGE OF HARRISON, NEW YORK**

**LOCAL LAW NO. 2 of 2016**

**A LOCAL LAW TO REVISE THE ZONING ORDINANCE  
OF THE TOWN OF HARRISON**

**Be it enacted by the Town Board of the Town of Harrison as follows:**

Section 235-41 C. Schedule of Minimum Dimensions for Parking Spaces and Aisles.

(1) Standard cars.

Angel of Parking	Space Width	Stall Depth	Aisle Width	
			One-Way	Two-Way
90°	9 ft. 0 in.	<del>19</del> 18 ft. 0 in.	24 ft. 0 in.	24 ft. 0 in.
	8 ft. 6 in.	<del>19</del> 18 ft. 0 in.	25 ft. 0 in.	25 ft. 0 in.
60°	9 ft. 0 in.	<del>21</del> 19 ft. 0 in.	18 ft. 0 in.	20 ft. 0 in.
	8 ft. 6 in.	<del>21</del> 19 ft. 0 in.	18 ft. 0 in.	20 ft. 0 in.
45°	9 ft. 0 in.	<del>21</del> 18 ft. 0 in.	13 ft. 0 in.	20 ft. 0 in.
	8 ft. 6 in.	<del>21</del> 18 ft. 0 in.	13 ft. 0 in.	20 ft. 0 in.
Parallel to aisle	9 ft. 0 in.	23 ft. 0 in.	12 ft. 0 in.	20 ft. 0 in.
	8 ft. 6 in.	(curb length)	12 ft. 0 in.	20 ft. 0 in.

# TOWN OF HARRISON

## MEMORANDUM

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**To:** Mayor Belmont & Members of the Town Board  
**From:** Patrick Cleary, AICP, CEP, PP, LEED AP, Planning Consultant  
**Date:** April 1, 2016  
**Re:** Off-Street Parking Design Requirements

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A number of recent development applications have highlighted issues associated with the design requirements for off-street parking spaces established in §235-41 of the zoning ordinance. It is recommended that several relatively minor adjustments be made to align our standards with typical industry standard dimensional regulations, as well as the standards of communities within our region.

### **I. Background:**

The regulation of off-street parking spaces is too often viewed as a regulatory afterthought. A simple mathematical tabulation resulting in a number of parking spaces that are accommodated in the "left-over" area of a site. In fact, the provision of adequate off-street parking is a primary design factor, directly influencing the intensity of development of a given parcel of land.

The influence of parking on development occurs in two ways. First, and most obvious is the number of parking spaces required to accommodate a given level of development. Larger buildings require more parking spaces – which in turn limits the square footage of the building. The required provision of off-street parking spaces directly influences density.

Secondly, while the number of parking spaces required for a given building is fixed by the parking ratios set forth in the Schedules of Off-Street Parking Space Requirements for Residential and Non-Residential Uses (§235-36 & §235-37), the size of the parking space and the associated travel aisle also is a significant factor in defining the development capability of a parcel of land.

In addition to the influence off-street parking has on the density of development, excessive impervious surfaces resulting from oversized parking area are an adverse environmental condition that should be avoided. The Town's stormwater regulations require reductions in impervious surfaces. Building parking lots larger than necessary is poor planning and contrary to the Town's environmental protection policies.

The focus of this memorandum is on this second concern, the size of required

parking spaces or their design requirements.

## **II. Existing Off-Street Parking Design Requirements:**

§235-41 establishes dimensional requirements for parking areas in three ways:

- Parking space width
- Parking space depth
- Travel aisle width

A review of the industry standards governing these dimensional regulations, as well as a review of similar regulations in other communities in Westchester County reveals that Harrison's parking space width and aisle width requirements are comparable and standard, however, the parking stall depth requirements are somewhat excessive.

Currently, for a 90 degree parking space, the stall depth must be 19'. American cars vary in length from approximately 12.5' for a compact vehicle up to 16.5' for an SUV. According to the National Parking Association, the recommended length of a 90 degree parking stall is 18'0"<sup>1</sup>

Table 1 displays the communities in the County that employ the 18' stall depth requirement.

<b>Table 1</b>		
<b>Parking Stall &amp; Aisle Width Comparisons</b>		
<b>Municipality</b>	<b>Stall Depth (Feet)</b>	<b>Aisle Width (Feet)</b>
New Rochelle	18	24
Yonkers	18	24
Mount Vernon	18	24
Peekskill	18	Not Specified
North Castle	18	24
Eastchester	18	24
Dobbs Ferry	18	24
Ossining (T)	18	24
Ossining (V)	18	24
Somers	18	24
Scarsdale	18	Not Specified
Tuckahoe	18	Not Specified
Tarrytown	18	Not Specified
Sleepy Hollow	18	Not Specified
Pleasantville	18	Not Specified
New Castle	18	Not Specified
Ardsley	18	Not Specified
Bronxville	18	Not Specified
Larchmont	18	Not Specified
Pelham	18	Not Specified

As can be seen, the 18' stall depth requirement is common.

<sup>1</sup> The Dimensions of Parking, 5<sup>th</sup> Edition, National Parking Association

To further assess how a change from a stall depth of 19' as currently established in §235-41, to 18' would impact parking lots in Town; a survey of a number of existing office parks was conducted to see how the actual spaces have been designated and striped. Table 2 displays these results.

<b>Table 2</b> <b>Parking Stall &amp; Aisle Width Dimensions</b> <b>At Existing Office Parks In Harrison</b>			
<b>Office Park</b>	<b>Stall Width</b>	<b>Stall Depth</b>	<b>Aisle Width</b>
1200 Westchester Avenue	Standard Spaces North of Building		
	8.5'	19.0'	25.0'
	Standard Spaces Southeast of Building		
	9.0'	19.0'	25.0'
2500 Westchester Avenue	Compact Spaces North of Building		
	9.0'	16.0'	25.0'
	Standard Spaces North of Building		
2700 Westchester Avenue	9.0'	Varies 18.0' to 19.0'	Varies 22.0' to 25.0'
	Standard Spaces South of Building		
	9.0'	18.0'	22.0'
103-105 Corporate Park Drive	Standard Spaces North of Building		
	9.0'	18.0'	26.0'
	Standard Spaces East of Building		
	9.0'	20.0'	23.0'
2-4 Westchester Park Drive	Standard Spaces North of Building		
	9.0'	18.0'	26.0'
	Standard Spaces Southwest of Buildings		
3 Westchester Park Drive	9.0'	18.0'	26.0'
	Standard Spaces North of Buildings		
	9.0'	18.0'	22.0'
3 Westchester Park Drive	Standard Spaces		
	9.0'	18.0'	24.0'
	Compact Spaces North of Building		
	8.0'	16.0'	20.0'

As can be seen the actual parking stall depths and aisle widths in the existing office parks varies, and a standard dimension has not been applied. Although research is incomplete, most of the non-conformities have not been approved or authorized by the Town (through a variance by the ZBA for example).

It can also be speculated that while the parking stall width is generally standard across virtually all municipalities, the stall depths do vary as demonstrated above. However, the 18' depth seems prevalent. As parking lots are resurfaced, and parking stalls are regularly re-painted, it is likely that the

painting contractor simply sets the default line length to the standard 18' (it is highly unlikely the painting contractor refers to the approved site plan, approval resolutions of zoning code to verify the stall depths). This may be the cause of some of the non-conformities.

This variability indicates that the existing code provision is problematic, and warrants consideration of revision.

### **III. Proposed Dimensional Regulation Revision**

Given the combination of factors described above, it is recommended that the Town modify the parking stall depth parking requirement. Doing so will allow for more uniform and appropriate parking lot design, in a manner consistent with standard industry parking dimensions and the regulations of most surrounding communities.

The following modifications are recommended. Deleted text is identified with a strikethrough in red, and new proposed text is identified in blue bold underlined text.

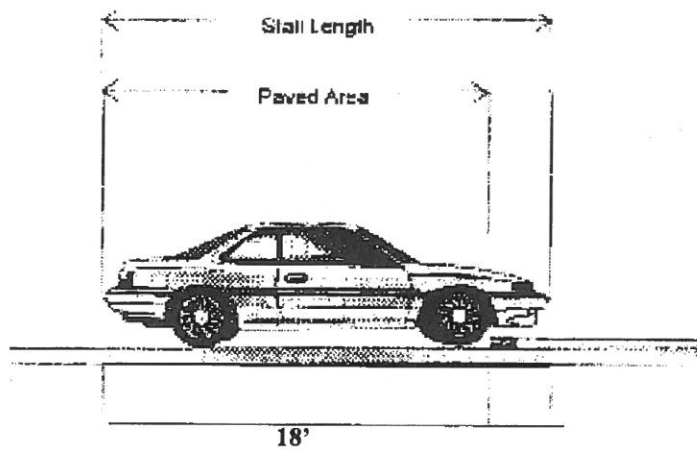
#### **§235-41 C. Schedule of Minimum Dimensions for Parking Spaces and Aisles.**

##### **(1) Standard cars.**

<b>Angle of Parking</b>	<b>Space Width</b>	<b>Stall Depth</b>	<b>Aisle Width</b>	
			<b>One-Way</b>	<b>Two-Way</b>
90°	9 ft. 0 in.	<del>19</del> <b><u>18</u></b> ft. 0 in.*	24 ft. 0 in.	24 ft. 0 in.
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Parallel to aisle	9 ft. 0 in.	23 ft. 0 in.	12 ft. 0 in.	20 ft. 0 in.
	8 ft. 6 in.	(curb length)	12 ft. 0 in.	20 ft. 0 in.

**\* The Planning Board is authorized to reduce the stall depth by up to 2 feet, to 16' when the stall is adjacent to a landscaped area, and the front portion of the vehicle has clearance to overhang the curb. No plantings other than lawn (or similar ground cover) shall be permitted in this 2' area.**

The provision identified by the asterisk above is intended to allow the Planning Board to authorize (on a case-by-case basis) the further reduction of the parking stall depth and associated impervious surfaces by utilizing the lawn area behind the curb to allow for vehicles to overhang the area, as illustrated below.



In summary, the recommended amendment to the design requirements for off-street parking spaces established in §235-41 of the zoning ordinance reflects good planning, and aligns Harrison' code with the majority of the communities in the County and well as with accepted industry standards, while simultaneously meeting the environmental protection policies of the Town.